

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V - Regulation 34).

# Voyage Plan (BR-12)

Vessel	Mount Baker	Voy/ Date	1402/31-Mar	From	Kulus Cove	To	New Westminster	Ballast/Cargo	Cargo
<input checked="" type="checkbox"/> Weather Conditions (Summer/Winter/Typhoon). Anticipated weather enroute: winter									

Appraisal by the Master (In the boxes provided, enter a tick '✓' to signify 'yes'; enter a cross 'X' to signify 'no'; enter 'N/A' to signify not applicable.)

<input checked="" type="checkbox"/> Charts and publications on board for voyage <input checked="" type="checkbox"/> Physical check of charts and publications <input checked="" type="checkbox"/> Bunkers sufficient for voyage <input checked="" type="checkbox"/> Increased bunker reserves for Winter Voyage (FR 6.3.6) <input checked="" type="checkbox"/> Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned - see Marpol VI Plan.	<input checked="" type="checkbox"/> Water sufficient for voyage <input checked="" type="checkbox"/> Provisions, stores, spares sufficient <input checked="" type="checkbox"/> Load line Zones checked <input checked="" type="checkbox"/> Trading Exclusion Areas checked (by C/P or Insurance) <input checked="" type="checkbox"/> Institute of Warranty Limits (IWL) checked - Inform Company, if IWL to be breached <input checked="" type="checkbox"/> Local agreements for Oil spill response affecting the voyage checked (See below) <input checked="" type="checkbox"/> Anti Piracy measures for passing through Piracy & Armed Robbery Areas & Ports
---	---

Local Pollution Response Plans (Check validity and Inform Company if any of the oil spill response plan is not on board or expired for the port calls in this voyage)

☒ USA NTVRP & VGP ☒ California NTVCP ☒ Alaska NTVSP ☒ Valid Washington State WSMC + ERTV (except the Columbia River System) ☒ MFSA coverage (For Columbia and Willamette Rivers - Washington and Oregon States-Advise Agents) ☒ Canada WCMRC (West Coast) ☒ Canada ECRC (East Coast) ☒ Panama Canal SOPEP - Valid Notice of Acknowledgement

☒ 12 mile speed limit within 40 miles off Pt.Ferrin, Long Beach/Los Angeles, Ca. ☒ Seasonal speed restrictions (10 kts) on USA East Coast for Right Whale Protection (Ref Ship File 6B)

Following publications were consulted by the Master for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:

<input checked="" type="checkbox"/> Ocean Passages of the world (NP136) <input checked="" type="checkbox"/> Ship Routing by IMO <input checked="" type="checkbox"/> Sailing Directions /H-G-Coast-Pilot <input checked="" type="checkbox"/> Largest Scale Charts for voyage <input checked="" type="checkbox"/> Navigational Warnings <input checked="" type="checkbox"/> "Port & Navigational Information" file 6B <input checked="" type="checkbox"/> Current Atlas/Weather charts/Variation charts	<input checked="" type="checkbox"/> Tide Tables, Tidal Current Tables <input checked="" type="checkbox"/> Light Lists <input checked="" type="checkbox"/> Admiralty List of Radio Signals <input checked="" type="checkbox"/> Notices to Mariners <input checked="" type="checkbox"/> "Bridge Procedures Guide" by ICS for Emergency Checklists in particular <input checked="" type="checkbox"/> Local VTS Manual if any	<b>Local Requirements</b> <input checked="" type="checkbox"/> Completed HK Flag State PSC/CL to Company 4 days prior arrival USA/Australia <input checked="" type="checkbox"/> Reporting Systems-MASTREP, REEFREP, AMVER etc <input checked="" type="checkbox"/> Great Barrier Reef Marine Park (GBRMP) Zoning Plan 2003- Designated Areas <input checked="" type="checkbox"/> Great Barrier Reef and Torres Strait - AMSA Publication - <b>Queensland Coastal Passage Plan(May 2013)</b> Any other reference publications / Information used: In this section mention pilot volumes referred, practical experience, Guide to port entry, etc used. <b>Port&amp;Terminal Guide/NP25</b>
---	--	--

☒ Ship Security File & Ship Master's Security Manual (BIMCO) for Routing to avoid Piracy and Armed Robbery areas  
 Voyage Charts and Navigational publications were corrected through Notice to Mariners Nr.08/2014

☒ Navtex, AIS, EGC Receiver settings amended for the voyage  
☒ Local forecasts ☒ Weather Fax - Provide stations that will be monitored: Point Reyes  
 ALRS - Provide page numbers or attach the copies of that pages that will be used during voyage: 298(G)P93-103, 104-108 ☒ Piracy & Armed Robbery Reports - on Sat-C EGC, PB Circulars

Planning (Bridge Team Management -2<sup>nd</sup> Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)

## Charts

<input checked="" type="checkbox"/> Complete coverage of voyage and surrounding areas available on board <input checked="" type="checkbox"/> Largest scale charts are available and used <input checked="" type="checkbox"/> Voyage charts corrected to latest NTM, Navigational Warnings, T&P notices (copies of T&P notices kept on affected voyage charts for ready reference by all OOWs) <input checked="" type="checkbox"/> Vessel's maximum draft during the voyage and "Under keel clearance" considered <input checked="" type="checkbox"/> Highlighted reference to local notes on chart- "areas to be avoided" <input checked="" type="checkbox"/> Routing hazards identified and marked. All Cautionary notes on approach & port charts discussed with all OOWs during pre-arrival & pre-departure briefing meetings <input checked="" type="checkbox"/> NGA (No Go Areas) marked (Refer to Bridge Team Management by NI- Page 16&17) and discussed with all OOWs during pre-arrival & pre-departure briefing meetings <input checked="" type="checkbox"/> Margins of safety marked (Refer to Bridge Team Management by NI- Page 18&19) <input checked="" type="checkbox"/> Tracks marked (Refer to Bridge Team Management by NI- Page 20, 22) <input checked="" type="checkbox"/> Radar Conspicuous objects marked	<input checked="" type="checkbox"/> Minimum safe distance off dangers & anticipated tidal information marked on chart <input checked="" type="checkbox"/> Sectors of lights, rising & dipping distances of lights identified <input checked="" type="checkbox"/> Positions for sending reports for coastal reporting systems marked <input checked="" type="checkbox"/> Routing in dense traffic areas with fishing vessels and nets avoided as far as possible <input checked="" type="checkbox"/> "Reduce to Manoeuvring speed" marked on chart especially when routing in dense traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects) <b>Manoeuvring Data</b> <input checked="" type="checkbox"/> Squat conditions on vessel's maximum draft and speeds considered, for the least width and depth of channel (check with agents, pilots) using correct block coefficient for the vessel's draft (from the loading manual) <input checked="" type="checkbox"/> Areas where speed reductions required considered and marked <input checked="" type="checkbox"/> Add any other relevant information for the voyage.
--	---

BW Exchange Special Requirements: ☒ Routing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC ☒ Two Water Ballast Exchange for Amazon & Para River, Brazil

Pilot and Port Information	
<input checked="" type="checkbox"/> Pilot boarding area marked <input checked="" type="checkbox"/> VHF procedures / Channels <input checked="" type="checkbox"/> Any restriction at departure port such as tidal requirement for passage to pilot drop off point <input checked="" type="checkbox"/> Bridges and air draft restrictions <input checked="" type="checkbox"/> Escort by tugs <input checked="" type="checkbox"/> Extended pilotage <input checked="" type="checkbox"/> Narrow buoyed passages with strong cross currents, heavy traffic, fog etc. <input checked="" type="checkbox"/> Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc <i>maintaining safe distance from NGA</i> <b>Following items are taken into account</b> <input checked="" type="checkbox"/> Alteration points <input type="checkbox"/> Areas where Master's presence required (mark on chart)	<input checked="" type="checkbox"/> Areas where bridge/engine room watches are to be doubled (mark on chart) <input type="checkbox"/> Parallel index references <input checked="" type="checkbox"/> Vessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc. <input checked="" type="checkbox"/> Tidal Streams anticipated <input checked="" type="checkbox"/> Crew call out position(s) <input checked="" type="checkbox"/> Tug meeting point(s) <input checked="" type="checkbox"/> Last abort position or Point of no return- (Refer to BTM by NI- Page 27) <input checked="" type="checkbox"/> Emergency anchorages <input checked="" type="checkbox"/> Alternative /Emergency tracks/anchorages <input checked="" type="checkbox"/> Contingency planning in restricted waters (Refer CMM Ch. 4 Emergency Shipboard plans for Steering & ME failure, Collision & Grounding) <input checked="" type="checkbox"/> Traffic separation and Routing schemes used

☒ Courses are laid on charts allowing as much safety margin off navigational hazards (at least 3 n miles off in restricted waters, if possible). Increase safety margin to about 6-12 n miles off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations.

☒ Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.

☒ Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.

**Marine environmental protection measures:** Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☒ Plug scuppers in port.

☒ Marpol Special areas on voyage ☒ Relevant local regulations (eg: USA NPDES-VGP, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St.) and to avoid activities damaging the environment ☒ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration. ☒ BW Mgmt ☒ Disposal of HME Cargo residues & HME cargo contaminated bilge water

#### Monitoring the Ship's Passage

- This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.
- Emphasis to be given to following the planned track, more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions using all available means. If the planned track is found unsafe for the vessel, call Master at once.
- GPS position shall not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, light sectors play a crucial role in helping monitor the ship's position, where radar and visual fixes can be obtained.
- During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points shall be marked on chart. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.
- When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain charts may not permit plotting the position every hour on the chart, the Master must in that case decide on the time interval for plotting positions on the chart. *During coastal voyages ship's position shall be plotted by OOW at intervals at least as per this plan and keep course line or further away from navigational dangers.*
- Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop) or turning around in an emergency to avoid danger).
- **Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.**
- **Within Confined waters and 15 miles prior Pilotage waters, the Bridge Team shall consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B").**

- a) Avoid One Man Error (Eliminate the risk that an error on the part of one person may result in a disastrous situation). *Communicate freely among the team. Speak up, share views, raise concerns, listen with respect. "No single person is perfect, but our team can be, if we speak up, listen and work together. Master shall ensure that OOW and watch ratings are briefed to speak up and raise concerns. Bridge Team Members shall never hesitate to question those decisions and actions which may be dangerous for safe ship operation.*
- b) *Do not over rely on Master/Pilot. OOW shall continue to monitor and navigate the vessel and brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the bridge and Master has taken the con. OOW shall speak up, share views, raise concerns with the Master/Pilot.*

Prepared by: 26 n X 12 Approved by Master: [Signature] 2<sup>nd</sup> Officer: [Signature] 3<sup>rd</sup> Officer: [Signature]

Read and understood prior taking over the first navigational watch on voyage: : Chief Officer [Signature] 2<sup>nd</sup> Officer [Signature] 3<sup>rd</sup> Officer [Signature]

Vessel	Mount Baker	Voy/ Date	1402/31-Mar	From	Kultus Cove	To	New Westminster	Draft	F 5.7	A 7.8	Air Draft	35.2	Sheet Nr	3
Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961														

Ref No	Way Point			Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage	OOV signature & Pan Revised date
	From Geographical Name Lat/Long	To Geographical Name Lat/Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point							
1	50-29.1N 127-38.0W	50-30.2N 127-38.08W		343	3	1.1	>5m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
2	50-30.2N 127-38.09W	50-30.22N 127-38.1W		277	5	0.4	>5m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
3	50-30.22N 127-39.1W	50-29.7N 127-40.0W		228	5	0.7	>5m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
4	50-29.7N 127-40.0W	50-29.52N 127-46.6W		288	6.9	4.2	>30m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
5	50-29.52N 127-46.6W	50-28.5N 127-47.8W		213	7.9	1.2	>90m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
6	50-28.5N 127-47.8W	50-28.4N 127-48.8W		260	7.9	0.8	>90m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
7	50-28.4N 127-48.8W	50-29.0N 127-51.4W		290	7.9	1.8	>90m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
8	50-29.0N 127-51.4W	50-28.1N 127-53.0W		227	7.9	1.4	>90m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
9	50-28.1N 127-53.0W	50-28.45N 127-55.7W		281	7.9	1.8	>140m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
10	50-28.45N 127-55.7W	50-27.73N 127-56.92W		228	7.9	1	>40m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
11	50-27.73N 127-56.92W	50-26.8N 127-56.72W		176	7.9	2	>20m	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels. Maximum parallel indexing, or any such relevant information. Watch: Type of watch – A (Duty Officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by: 2 X12 Approved by Master: [Signature] Always verify the units of soundings on each chart in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer [Signature] 2<sup>nd</sup> Officer 2 X12 3<sup>rd</sup> Officer [Signature]

Vessel	Mount Baker	Voy/ Date 140231-Mar	From	Kulus Cove	To New Westminster	Draft	F 3.3	A 7.8	Air Draft 35.2	Sheet Nr 4
Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961										

Ref No	Way Point		Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, Notes such as Concentration of fishing boats Vessel in Special Area, Reef area, SECCA, Important Observations etc	OOV signature & Pan Revised date
	From Geographical Name Lat/Long	To Geographical Name Lat/Long	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point							
12	50-25.8N 127-56.72W	50-24.2N 128-01.6W	243	7.9	3.4	>30m	5mrs	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	Call Tolino Traffic on CH74	
13	50-24.2N 128-01.6W	50-20.0N 128-05.0W	207	7.9	4.7	>30m	10	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
14	50-20.0N 128-05.0W	50-07.0N 128-05.0W	180	7.9	13	>60m	20	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
15	50-07.0N 128-05.0W	50-00.0N 128-00.0W	155	7.9	7.7	>270m	20	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	Call Tolino Traffic on CH74	
16	50-00.0N 128-00.0W	49-16.0N 128-37.0W	129	10	69.6	>90m	20	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
17	49-16.0N 128-37.0W	48-50.6N 125-38.4W	123	10	46.1	>25m	15	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	Call Tolino Traffic on CH74	
18	48-50.6N 125-38.4W	48-47.1N 125-16.1W	103	6.8	15.1	>20m	10	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	C	D O P	
19	48-47.1N 125-16.1W	48-40.0N 125-13.0W	164	10.9	7.4	>30m	10	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
20	48-40.0N 125-13.0W	48-28.6N 125-02.0W	147	10.9	13.5	>80m	10	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
21	48-28.6N 125-02.0W	48-28.6N 124-43.8W	090	10.8	12.1	>70m	15	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
22	48-28.6N 124-43.8W	48-13.4N 123-55.0W	115	10.9	35.9	>120m	15	<input type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	Call Tolino Traffic on CH74/Call Seattle Traffic on CH05A	

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel indexing, or any such relevant information. Watch: Type of watch – A (Duty Officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout), Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by: 2<sup>nd</sup> Officer Approved by Master: [Signature] Always verify the units of soundings on each chart in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer [Signature] 2<sup>nd</sup> Officer [Signature] 3<sup>rd</sup> Officer [Signature]

Vessel	Mount Baker	Voy/ Date 1402/09-Mar	From	Matsunaga	To	Kultus Cove	Draft	F 2.3	A 2.8	Air Draft 3.1	Sheet Nr	5
Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961												

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal Voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, Notes such as Concentration of fishing boats, Vessel in Special Area, Reef area, SECA, Important Observations etc	OOV signature & Pan Revised date
Ref	From Geographical Name Lat/Long	To Geographical Name Lat/Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clearance							
23	48-13.4N 123-55.0W	48-13.4N 123-51.8W		090	10.9	15.5	>110m	26.5	15	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
24	48-13.4N 123-31.8W	48-15.4N 123-26.4W		061	7.9	4.1	>130m	11	10	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
25	48-15.4N 123-26.4W	48-21.9N 123-23.1W		019	6.9	6.9	>80m	6.9	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	C	P O B/Call Seattle Traffic on CH05A & Victoria Traffic on C11	
26	48-21.9N 123-23.1W	48-22.0N 123-18.2W		090	10	3.2	>80m	77.41	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
27	48-22.0N 123-18.2W	48-24.5N 123-10.7W		063	10	5.6	>30m	74.21	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
28	48-24.5N 123-10.7W	48-27.1N 123-09.7W		015	10	2.6	>50m	66.61	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
29	48-27.1N 123-09.7W	48-32.0N 123-11.2W		348	10	5	>70m	66.01	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
30	48-32.0N 123-11.2W	48-35.3N 123-13.1W		338	10	3.6	>200m	61.01	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
31	48-35.3N 123-13.1W	48-41.7N 123-15.1W		348	7.9	6.5	>200m	57.41	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
32	48-41.7N 123-15.1W	48-45.4N 123-02.6W		066	10	9	>200m	50.91	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
33	48-45.4N 123-02.6W	48-48.3N 122-59.3W		036	7.9	3.7	>60m	41.91	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel indexing, or any such relevant information. Watch: Type of watch - A (Duty Officer + Lookout from sunrise to Sunset) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by: 2 Xir Approved by Master: [Signature] Always verify the units of soundings on each chart in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer 4291 2<sup>nd</sup> Officer 2 Xir 3<sup>rd</sup> Officer [Signature]

Vessel	Mount Baker	Voy/ Date 140209-Mar	From	Kulus Cove	To	New Westminster	Draft	F 5.1	A 7.6	Air Draft 3.5	Sheet Nr	6
Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961												

Ref No	Way Point		Track Line			Dist To Go (Total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, Notes such as Concentration of fishing boats Vessel in Special Area, Reef area, SECA, Important Observations etc	OOV signature & Plan Revised date
	From Geographical Name Lat/Long	To Geographical Name Lat/Long	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point							
34	48-48.3N 122-59.3W	48-51.2N 122-59.3W	000	7.9	2.8	>90m 38.21	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
35	48-51.2N 122-59.3W	49-04.4N 123-21.1W	313	7.9	15.6	>80m 35.41	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B	TSS	
36	49-04.4N 123-21.1W	49-06.0N 123-18.7W	045	6.9	2.2	>10m 19.61	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	C	Change Pilot	
37	49-06.0N 123-18.7W	49-07.7N 123-14.7W	058	7.9	3.15	>2m 17.41	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
38	49-07.7N 123-14.7W	49-07.8N 123-14.14W	072	7.9	0.4	>2m 14.26	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
39	49-07.8N 123-14.14W	49-07.82N 123-13.5W	089	7.9	0.4	>2m 13.86	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
40	49-07.82N 123-13.5W	49-07.72N 123-12.86W	105	7.9	0.42	>2m 13.46	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
41	49-07.72N 123-12.86W	49-16.84N 123-10.66W	122	7.9	1.72	>2m 13.04	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	A		
42	49-16.84N 123-10.66W	49-06.52N 123-09.25W	109	7.9	0.98	>2m 11.32	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
43	49-06.52N 123-09.25W	49-06.45N 123-07.95W	095	7.9	0.65	>2m 10.34	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
44	49-06.45N 123-07.95W	49-06.98N 123-05.22W	074	7.9	1.85	>2m 9.49	5mins	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input checked="" type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels. Maximum parallel indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by: C. Y. L. Approved by Master: [Signature] Always verify the units of soundings on each chart in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer [Signature] 2<sup>nd</sup> Officer C. Y. L. 3<sup>rd</sup> Officer [Signature]

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V. Regulation 34).

Voyage Plan (BR-12)

Vessel	Mount Baker	Voy/ Date 140231-Mar	From	Kulus Cove	To New Westminster	Draft	F 1.3	A 7.8	Air Draft 35.2	Sheet Nr	7
Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961											

Ref No	Way Point		Track Line				Dist To Go (total)	Fix Frequency	Fix Method	Tidal Current	Watch Type A/B/C	Remarks During Voyage	OOV signature & Pan Revised date
	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clearance							
45	49-06.98N 123-05.22W	49-07.1N 123-04.78W	065	7.9	0.3	>2m	8.75	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
46	49-07.1N 123-04.79W	49-08.71N 123-02.63W	041	7.9	2.3	>2m	8.45	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
47	49-08.71N 123-02.63W	49-09.45N 122-59.29W	071	7.9	2.3	>2m	6.15	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
48	49-09.45N 122-59.29W	49-09.35N 122-57.3W	096	7.9	1.3	>2m	3.85	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
49	49-09.35N 122-57.3W	49-09.47N 123-56.75W	072	6.8	0.38	>2m	2.55	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
50	49-09.47N 123-56.75W	49-10.08N 122-55.72W	046	6.8	0.9	>2m	2.17	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
51	49-10.08N 122-55.72W	49-11.0N 122-55.29W	019	5	1	>2m	1.27	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
52	49-11.0N 122-55.29W	49-11.12N 122-54.9W	066	3	0.27	>2m	0.27	5mns	<input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift	B		
53	49-11.12N 122-54.9W							mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift			
54								mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift			
55								mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set <input type="checkbox"/> Drift			

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout), Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by: 7.14.12 Approved by Master: [Signature] Always verify the units of soundings on each chart in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer [Signature] 2<sup>nd</sup> Officer [Signature] 3<sup>rd</sup> Officer [Signature]